3:Iyer E-5 (no date) 1948 AW5 Coorg AW5

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A View of Talai Cauvery

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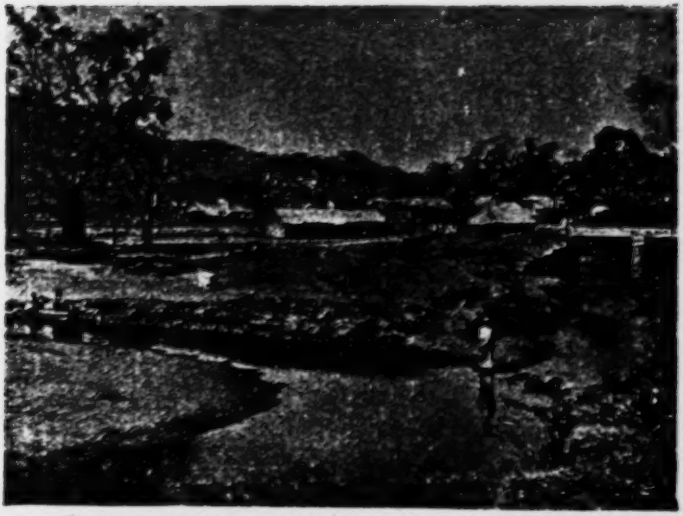

The junction of the Kanaka and the Cauvery at Bajamandala

[facing p. 2]

133 ridges branching off from this part of the Ghats, the most remarkable is the one which attains the greatest height in the double peaked Kotebetta (5,375 ft.) situated 9 miles north of Mercara. Near Mercara the Bengunad [491] Range starts west of the Ghats forming an acute angle with them. At this point is Brahmagiri, the source of the Cauvery river, and north of it is the Sampaji valley through which descends the road to Mangalore on the west coast. Continuing on the line of the Ghats which runs south-east from here, the most important peaks are the well-wooded Tumbemala, Iggutappa, Devarabetta, Tadiandamol (5,729 ft.), and Somamala. Some distance to the south is the Periambadi ghat road to Cannanore and Tellicherry on the west coast. In the extreme south-west is the Marenad Range with the great lateral range of the Brahmagiris, which form the southern boundary of the country, separating it from Wynad. The highest peak in this range is Devasibetta (4,500 ft.) which towers up from a beautiful plateau called Huyalemale. Many spurs from the Brahmagiris branch off over the whole of Kiggatnad, producing a ramification of narrow ridged hills, some ascending in almost solitary grandeur like Ambatebetta near Virarajendrapet, Bittangala, and Kundadabetta, others subsiding into the undulating slopes of the eastern elevations, enclosing innumerable rice fields, some of which are the most extensive in Coorg. The Bengunad Range also extends eastwards in two ridges south of Mercara, One culminates in the pointed peak of Nurokkalbetta, the other takes a zigzag line towards Fraserpet, its highest point being Kallurbetta, clothed with teak forests. From Kotebetta northwards runs the Santhalli hills, terminating in the bluff Mukribetta. From the northern frontier a range runs south to the Cauvery, in which are the fine conical peak of Malambi (4,468 ft.) and the Kanagalu hill.

137 Coorg was primarily well wooded, and although a vast tract was [249] cleared for coffee cultivation, it still conveys this impression, when one has a general view of it from the summit of a hill. In many parts of Coorg (South) impenetrable evergreen forests and bamboo jungles have a luxuriant growth. Towards the east and north, the country varies from the park-like tracts of Yelusaresime to the bare grass hills of Yedavanad and the thick deciduous jungle that fringes the Cauvery. The sandal tree 133 is found in abundance in the north-eastern parts. On a bright November [137] morning, an observer from the heights of Brahmagiri is in rapturous delight at the picturesque view that opens out before him. Ridge after ridge of grassy or forest-clad hills appear, now gently sloping down in wavy lines, now bold and abrupt, now raising their steep summits into the clear blue air. Kudaremukhabetta bursts into view from Canara, the Bettadapur and Chamundi hills in Mysore, the Wynad mountains of Malabar, and even the distant range of the Nilgiris are clearly visible, while in the west at a distance of about 30 miles below

4: Richter M, G-5 (ca. 1856-1870) 1870 AW5 Coorg AW5

[P. iii]

PREFACE.

THIS Manual aims at a truthful sketch of the past history and the present physical and political position of the interesting Province of Coorg which has for the last 36 years been under the sway of the British Government.

Great changes have taken place during this period. Coorg, though for a long time a jealously guarded *imperium in imperio*, had gradually to yield to the onward march of civilization, in spite of the antagonism of its conservative Headmen. Good roads in every direction opened up this once impenetrable mountain-girt tract, and numbers of enterprising British settlers with capital and national energy have already stamped a new character upon the country. By three opposite lines the electric wire has linked Coorg with the grand net of the South-Indian telegraph and consequently with Europe and far distant America. Education is firmly and extensively established, and the administration of the country compares most favourably with that of any well-governed province in India.

By the kind permission of the Superintendent and the Chief-Commissioner of Coorg, I had access for the compilation of this Gazetteer to all the official records bearing on the subject. Amongst these I have found the "Rájéndranáme" and the "Memoir of the Coorg Survey" of great service. The former contains the history of the Coorg Rájahs from 1633 to 1808, composed under the eye of Dodda-Vírájender, the hero of Coorg history. The latter was written by Lieut. Connor of the Royal Engineers in 1817. Though drawn up under the most untoward circumstances, it exhibits a clear and comprehensive insight into the state of Coorg half a century since and reflects great credit upon the intelligence and ability of that Officer.

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4: Richter M, G-5 (ca. 1856-1870) 1870 AW5 Coorg AW5
India AW1

Kávéri once a year in Tulámása (tulá *Sans.* the sign of Libra; másа, lunar month) i. e. October, November, to wash away the pollution, contracted from the crowds of sinners, who have bathed in her own waters.

The course of this fine river through Coorg is very tortuous, but below Bhágamandala its current with the exception of a few localities, where it traverses beds of granite rock, is generally tranquil. Its banks which are high and steep are usually formed of rich clay or mould and covered with luxuriant tropical vegetation. The bed over which it flows differs in various places, being alternately sandy, pebbly or rocky, but the latter feature is predominant. In the dry season it is fordable at almost all points, but there is always a good body of water, considering the vicinity of its source.

During the monsoon it rises to an impetuous torrent whose mud-stained waters roll with thundering velocity through its wide channel, floating down shrubs and trees from its crumbling banks and overflowing for a few days the adjoining country. During these freshes the river rises near Fraserpet, where it is spanned by a magnificent stone bridge 516 feet in length, to a height of 20 to 30 feet.

Descending through the great valley between Mercara and Nálkanád, the Kávéri makes a sudden turn near Siddhapur (Siddha *Sans.* a divine person) to the north and flows for 25 miles along the eastern frontier, being swollen in its course by several large tributaries. From the Tadiandamól it receives the Kakabe river which separates for some distance Padinálkanád from Katiednád. In Beppunád it is joined by the Kadanur river, and in Yeddenalkanád by the Kummahole.

The Muttáremutta collects the waters of the southern slope of the Mercara ridge, and the Chikkahole those of the valley of Hordrnárokalnád. The *Háringi* or Suvarnavati (Suvarna *Sans.* gold) with the Kakehole from Sómawarpet, the Chóvanhole from Shantballi, the Mattapur and Hattehole

[Errata: this should read "Choran-hole". See Corrigenda sheet, Cat. 116, P. 473 -- ANANST]

4: Richter M, G-5 (ca. 1856-1870) 1870 AW5 Coorg AW5

249 seedlings of 3 or 4 pairs of leaves are removed from the nursery with a ball of earth attached to the roots and transplanted into the holes marked by the pegs. This is the surest and therefore cheapest mode of planting.

Weeding is the next operation to be carefully attended to, but where from the nature of the soil or of the lay of the land there is danger of loss of surface soil from heavy rain, no hoe weeding is allowed during the monsoon; but only hand weeding or cutting with grass-knives and, after the monsoon, a breaking [491] up of the soil, to turn the weeds down. Easy roads are laid out to bring every part of the estate within ready access and at the same time to be the means of an effectual drainage.

[342] [361] With the end of the first year's operations, the planter very likely builds for himself a simple cottage on a convenient spot, that commands a fine view and some Bungalows are most beautifully situated. With the third year the estate comes into flower and bearing. In March or April the snowy white of the blossoms, in their copiousness but slightly relieved by the dark green foliage, delights the eyes with its morning freshness and purity, wherever *you look, and in* their bridal glory the jessamine-like flowers fill the air with an agreeable aroma. Let us examine a three years' old tree of best growth. 245 137 It is 4 feet high of a pyramidical shape with alternately opposite branches (primaries) of which the topmost are 8 inches and the lowest 3 feet long, which are subdivided by secondaries and tertiaries. The flowers are in appearance like jessamines on short stalks, in clusters round the branches and last but 2 days. The tree under examination numbers 20 pairs of branches, and 3 inches from the stem the clusters of flowers begin; the lowest branch contains 22, the middle 8 and the uppermost 2 clusters with an average of 12 blossoms each. These do not all set and produce mature berries, but give an idea of the fertility of the shrub. Gentle showers or heavy mists at this time greatly enhance the fecundity of

4: Richter M, G-5 (ca. 1856-1870) 1870 AW5 Coorg AW5

guest, but in reality as a prisoner, until by stratagem he returned to Coorg. Vírarája, however, lived for several years as a prisoner in the Fort of Periapatna, until he escaped over the frontier into his mountain home and asserted his independence. General Welsh confounds father and son. Again Lingarája was no longer a "boy" when his brother Vírarája died, but a man of 34 years of age. Finally the Coorgs as little worshipped their Rájahs as Gods, as did the Romans their Cæsars, when they burnt incense before their images!

"On the 19th of the same month, having heard much in praise of the sport in Coorg, and being at leisure for such a trip, I set out from Bangalore, in company with Lieut. W. Williamson, a young man of my own corps, both a keen and hardy sportsman as well as a very agreeable companion. We travelled post, in palanquin, to Vírarájendrapet, a distance of one hundred and fifty miles. On the 22nd of March after a hearty breakfast, provided for us by the Rájah's people, *gratis*, we mounted two large elephants, at daybreak, and proceeded over hills and through vales, up and down, zigzag, now at the bottom of deep ravines, then at the top of precipices, till, at last, after eight hours' fagging, we reached the palace built for the accommodation of Europeans outside the stonefort of Mercara, the capital.

"This place is delightfully situated on an eminence, near the summit of a range of lofty and difficult mountains. The pass up these mountains being fortified and defended, however, would make it a very strong place, for it completely commands every approach on the other side. The distance we estimated at twenty-four miles. The Rájah's own palace is inside the fort; but his horse and elephant stables are outside on the slope of the glacis. The town is remarkably clean and well built, about half a mile off by an excellent high road, and at the farther extremity there is a rising ground, with a strong mud barrier, after entering which, you come upon

4: Richter M, G-5 (ca. 1856-1870) 1870 AW5 Coorg AW5

*175 *643 *648 [431] paid our parting visit to the Mahá Swámi, and received from him the following presents: two gold-handled Coorg knives, two panther-skin caps, two sandalwood sticks, one royal tiger- and two panther-skins, and parted from him with mutual expressions of esteem and regard. The Rájah informed us, that the present indifferent state of his health, and not being certain of finding game immediately, had alone prevented his taking us into the country to shoot, but promised, if we would return at the same season next year, we should be amply gratified with field sports. Thus ended my first trip to Coorg.... I shall anticipate a period of my Journal, and extract the next trip at once. Accompanied by Lieutenant Meredith, I set out on the 17th of October 1812, and reached Siddhéshvara, the first village in his country; after which my Diary regularly proceeds as follows:—

"Here we were regaled with curry and rice, by the Coorg Rájah's guards, who refused any pecuniary remuneration. The stockade seems newly finished. We had some very unpleasant heavy rain in the evening, and saw many wild fowl in the tank. The whole road from Periapatna is extremely bad, and would require much repair to fit it for the passage of guns. There was more rain in the night, succeeded by a fog. • [491]

*175 *648 "On the 18th of October we set forward, still in our palanquins, in a dense fog.....The road the whole way was very bad. The last four miles, in particular, through swamps and paddy ground, intersected by deep water-courses.

"We arrived at Vírarájendrapett at twenty minutes past three P. M., and took a walk to look at a Christian church building at the western extremity of the village; it is about half finished, and will be a grand edifice for the Romish Christians to erect in a Pagan country. It is built from the foundation of a porous stone, called soap-stone on the Malabar Coast, cemented with light clay, very thick; and from a dis-

4: Richter M, G-5 (ca. 1856-1870) 1870 AW5 Coorg AW5

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The sequel may as well be anticipated here, to connect the whole in one. A few months after, when in my own house at Bangalore, I was surprised by the sudden appearance of Mahomed Sahib, extremely emaciated, ill-dressed, and with a picture in his hand. He threw himself at my feet, and told me I have saved his life, that the Rájah had given him four months' leave, and desired him to carry his picture to me, in proof thereof. I refused it, however, when he told me he had returned a beggar, being stripped of every thing at the last barrier; but that he never would return. I saw him in a good place, shortly afterwards, well and happy. The Rájah, Lingrájender Wodeer died in the year 1820, and was succeeded on the Musnud by his son, whom I had seen an infant in 1810. I have heard of no cruelties committed by the present Mahá Swámi, who is described as a mild, inoffensive young man. The English have had, however, little or no intercourse with that country, since 1811, a road being opened through Wynád to the Malabar coast, and a capital ghaut made by our own pioneers. I have omitted to mention, that as this country abounds with royal tigers, it is absolutely necessary that they should be hunted every season, and the former Rájah seldom killed fewer than there were days in the year; and invariably gave a gold bangle to the first man who should touch the tiger, after he had fired, which must make brave soldiers."

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[224]
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The above extracts give a tolerably correct idea of Lingarájah's character and of the state of Coorg from the death of Vírarájendra to the deposition of the present ex-rájah in 1834. Vírarájendra was impelled to deeds of blood by a naturally savage temperament, hardened by habits of internecine warfare in which he was engaged almost throughout life, and inflamed towards the end of his career by paroxysms of the darkest suspicions, and a melancholy ever hovering on the brink of insanity. His brother, Lingarája, had none of his redeeming qualities. His cruelty was without excuse. He

4: Richter M, G-5 (ca. 1856-1870) 1870 AW5 Coorg AW5

13 ***Mercara-taluq*** with its 5 nâds and 57 villages occupies
635 the middle of Coorg and covers 209 square miles with a po-
634 pulation of 15,556 souls, amongst whom there are only 2814
[162] Coorgs. Within this small area all the essential features of the province are comprised:—ranges of high hills and solitary peaks, especially Nurokal-betta and Kóte-betta, fertile rice-valleys and parklike grassland, dense cardamom jungles and extensive coffee plantations, stately forest trees and clumps of graceful bamboos, innumerable clear mountain rills and ever
[563] flowing streams and rivers. With the exception of the most easterly portion of the taluq, the climate is everywhere healthy, and the soil fertile and well cultivated both for wet and dry
635 crops. The principal ryots are Coorgs and Gaudas. The
634 four highroads from Mysore, Cannanore, Mangalore and
245 Manjarabâd intersect the taluq at Mercara, hence also the
• [491] great number of coffee plantations, especially in Mercara-Halérinâd. Nearly the whole length of the Sampâji-ghat as far as the 16th mile the hillslopes are covered with the coffee shrub and there are some most successful plantations. On the north-eastern plateau of the ghat, in Horamalnâd, the Coorg Coffee Company owns an estate of thousand acres. The oldest is the Mercara estate, further to the west, north and east from it are grouped the beautiful and valuable estates: "Glenmore" near the pretty Jessy-falls; "Beltamally" and "Hallery." Thousands of coolies are attracted
[443] to this taluq and on Sundays the Mercara bazaar is crowded
[464] with them. On the whole the ryots are of a poor class; the
635 proximity of Head-quarters with its various demands seems
634 to fall heavily upon them and to keep aloof richer farmers,
565 besides the alluring temptations of the Mercara shops may induce the ryots to spend their money imprudently and help to impoverish them. The people of *Halérinâd* have always been remarkable for their attachment to the Râjahs' family,

4: Richter M, G-5 (ca. 1856-1870) 1870 AW5 Coorg AW5

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443 ornamented brandy bottles and barbers ply their handicraft
438 in retired corners of the road!
439 To the east of the town on a flat hill spur the *Government*
[305] *Central School* buildings and higher up some private dwellings
are conspicuous. The "Westend" of Mercara was occupied
632 by the *Sappers' Lines*. There are still some public offices
361 left, to which some European cottages have been added to
enliven that distant locality. Mercara can also boast of several
European Shops which are well supplied to minister to the
wants and luxuries of European habit and taste.

• [491] The hilly nature of the locality does not admit of a great *variety of drives*, but the Fraserpet and Manjarabad highroads are generally in a very good condition and the rides along the hills to the neighbouring coffee plantations are very enjoyable.

635 *Padinálknád-taluq* with its five Náds is twice the size of
634 Mercara-taluq, but contains the same number of villages viz.
57 with a population of 20,303 souls, of whom 5611 are
Coorgs and 13,256 other Hindus, 1029 Mussulmans and the
[133] rest belonging to other castes. This taluq, which extends
westward of the Mercara-taluq, occupies the most hilly and
wooded part of Coorg, and contains little arable, but plenty of
hilly grass and forest land with the largest and most productive
[249] cardamom jungles. This part of Coorg is not opened up by
[245] Europeans, but many natives hold here coffee plantations,
[243] chiefly planted under shade. Rice cultivation, owing to the
want of suitable land, is so deficient, that even the largest
farms are not able to produce sufficient rice for their own
consumption; the ryots in general have to buy rice for six
months in the year and chiefly rely on the produce of their
[432] cardamom and coffee-gardens; but since both have not been
[249] very productive of late, the condition of the ryots in Padi-
[245] nálknád-taluq is far from flourishing. Containing the richly
endowed Brahmanical Institutions at Bhágamandala and Tala-

4: Richter M, G-5 (ca. 1856-1870) 1870 AW5 Coorg AW5

632 Government *English School* is a temporary building near the
368 Bangalow and a more commodious and substantial School-
house should be erected. Of the four *tanks* belonging to the
632 town, Gauri-kere contains the purest water. It is at the
312 head of the Petta and was excavated by the orders of Dodda-
[789] Vírájender, the founder of Vírájpet. At the expense of Pál-
[783] pare Rudaya it was repaired some years ago, but people being
allowed to wash and bathe in the tank, the wholesomeness of
the water must be greatly impaired, and Gauri-idol[1] which is
annually thrown into it at the Gauri-feast will not restore
its purity! Good drinking water, but in a small quantity, is
obtained from an enclosed spring at the foot of the Bangalow
632 hill, close to the paddy fields. The site of Vírájpet being very
245 rocky, the industry of the people in economising every foot
of cultivable land is very remarkable, but the destruction of so
many coffee and orange trees by the Borer has considerably
marred the once luxuriant vegetation in and around Vírájpet.
In the principal street there are a few straggling cocoanut
trees, but the climate is not congenial to a fertile growth.

635 Communication with the eastern portion of the taluq and
491 with Mysore is maintained by two bandy roads, one through
Cólepet, Anandapur and Siddápur, the other towards Bittan-
gala and Hattúr.

635 ***Kiggatnád-taluq*** extends with its four Náds over the
[634] whole of south-eastern Coorg and covers an area of 400 square
[131] miles with 63 villages and the rising town Ponappet. The
taluq contains 17,650 inhabitants, of whom 5,480 are Coorgs,
[162] 5,709 other Hindus and 5,818 Jungle people, such as
[563] Kurubas and Yeravas; of the rest 417 are Mussulmans and
223 Amma-Codagas. Upon the whole the people of this
taluq may be said to be in easy circumstances, as they are
well provided with the necessaries of life. With the excep-
[55?] tion of the large and influential house of the late Deván
Chepudira Ponnappa but little disparity in point of wealth

[1] [Errata: This should read "and the Gauri-idol." see Corrigenda, Cat. 116, P. 919 -- Analyst]

4: Richter M, G-5 (ca. 1856-1870) 1870 AW5 Coorg AW5

exists amongst the ryots. The Kiggatnád rice-fields are extensive and fertile, the grass-lands parklike, the mountain streams numerous, and the forests and jungles rich in valuable timber and bamboos. The Marenád- and Brahmagiri-hills with their cascades of the Barapolle and Laksmanatírtha are picturesque and their shólas and dense forests give cover to a variety of game. Many of the undulating grass-hills (Báne), being almost bare of trees and free from stones, seem admirably suited for dry cultivation, besides there are large pieces of other waste land; but the population is rather scanty and hardly sufficient for the cultivation of their rice-fields, since the abolishment of slavery. There are both European and native coffee-plantations in the Marenád-hills; but the natives seem to derive the greater profit from them. This taluq is in great want of good roads. There is only the military highroad from Periapatna to Cannanore, which is joined at the Gonikopal bridge by a branch road leading to Ponnappet; a trace has been cut to the Taluq-Kacheri and on to Kárchi to connect Coorg with Wynád, but the work has been stopped. From Marenád a steep ghat, called the Mépalé-ghat, leads into the Malabar country and is used by the Lumbánies and Koramárs, who once a year carry rice from and salt into Coorg. A footpath leads into Wynád over the Brahmagiris by way of Tiranelli.

The south-eastern corner of Kiggatnád is unhealthy and strangers can scarcely be induced to settle there, in spite of the nearness of Kuttadámma's famous sanctuary, which cannot render the place more salubrious; fever, spleen and dropsy are the local diseases.

The Taluq-Kacheri is in *Hudikéri*. The place is well selected, being central and in a healthy locality on the top of a beautiful grass hill, whence a fine view of the Brahmagiris and Marenád-hills is obtained. An English School has been lately established and is promising well.

4: Richter M, G-5 (ca. 1856-1870) 1870 AW5 Coorg AW5

648 Coorg is crossed by two trunk-roads from east to west
491 and from north to south, intersecting each other at Mercara,
653 and by a branch-road near Vírájpet the western and eastern highroads are connected.

Previous to the occupation of the country by the British in 1834, the roads were in a primitive state, wholly impracticable for wheeled carriges and scarcely less so for bullocks, it having been part of the policy of the Rájahs, to render their country as little accessible as possible, from an idea common to the mountaineers in all parts of the world, that the chance of invasion and conquest was thereby diminished. For the same reason some of the more direct and practicable lines, leading to Mercara were shut up and travelling by them prohibited.

The *Eastern trunk-road* from Mysore enters Coorg at Fraserpet, where it crosses the Kávéri, which is spanned by a fine masonry bridge of 7 arches and 516 feet in length. The part of the line between Fraserpet and Mercara is 19¼ miles in length and was commenced in January 1835 and completed in 1837 by a detachment of Sappers under Capt. Underwood, Lieuts. Rundall, Doria and Fast. The Kávéri-bridge, however, was built in 1846-48 by Capt. Ch. J. Green with the material of the dismantled Fort at Fraserpet. It bears the inscription: "The Most Noble George Marquis of Tweeddale, Governor of Madras, Major-General Mark Cubbon Commissioner of Mysore. Fraserpet Bridge. The first stone of this bridge was laid on the 1st day of January 1846 by Capt. W. G. Onslow, Superintendent of Coorg and it was opened to public traffic on the 12th day of May 1848. Charles James Green, Capt. in the Madras Engineers, Architect."

[485] To break the distance of 19¼ miles, there is a Traveller's Bangalow at Suntikoppa, 9 miles from Mercara. The elevated situation is pretty, but the present condition of the Bangalow wretched.

4: Richter M, G-5 (ca. 1856-1870) 1870 AW5 Coorg AW5

The upper portion of this road near Mercara has in several places too steep a gradient and should, as the Chief Engineer proposes, be reconstructed. The *Sampáji-Ghat* or the line from Mercara towards Mangalore, which, however, ought to be called "*Fast's Ghat*" in honor to the professional skill of the young Engineer Officer who planned and executed this great work and who fell a victim to jungle-fever, was commenced after the monsoon in 1837 and offered considerable engineering difficulties, as it followed for many a mile through dense jungle. It is for the most part very direct; the soil is generally good and, except in two places, so gentle is the slope down the Ghat of 19¼ miles in length, that for bandy traffic it offers no difficulty. Between the 9th and 10th miles only the gradient for a very short distance is as much as 1 in 12 and 1 in 6 or 7. The total fall in the first 15 miles of this Ghat is about 2900 feet, which gives 1 in 37 for the whole line. From the foot of the Ghat to Sampáji, 4¼ miles, the fall is only 55 feet. The cost of cutting out the roadway of these 19¼ miles, including the removal of rocks, trees, etc. but without bridges amounted to about 3500 Rs. per mile, exclusive of the pay of the Sappers and cost of tools. Whithin a short time the cost of the road was more than covered by the increase of the Salt Revenue on the coast, whilst the easy access to a market gave stimulus to the agriculture of Coorg and with the advent of coffee-planters, whose extensive estates line both sides of the road, its importance became invaluable.

The stages on this road from Mercara are: 6 miles to Madyanád, 14 to Sampáji, 13¼ to Sulya, 11 to Káu, 10¼ to Puttúr, 15 to Pánemangalore, 7 to Feringapet and 9 to Mangalore with a Traveller's Bangalow at each stage and all in healthy localities except that at Sampáji.

The road from Cannanore into Coorg through the Periambády Ghat and the Anachaukur road were finished some twelve years later, chiefly for military purposes. The line

4: Richter M, G-5 (ca. 1856-1870) 1870 AW5 Coorg AW5

491 from Vírájpet to Mercara was made shortly afterwards. A continuation of this line to the north of Coorg from Mercara to Kodlipet was commenced in 1862 and opened for traffic in 1868.

491 485 Considering the *Cannanore-road*, its first 2¼ miles leading out of Mercara are excessively severe, in several places the gradients being 1 in 9. The total fall in this descent of 2¼ miles is about 550 feet, giving 1 in 24 over all. Beyond the 7th mile a high arched bridge leads over the Muttaremutha and between the 9th and 10th miles the well situated, clean and comfortable Bangalow at Murnád invites the traveller. Beyond the 12th mile the river Kávéri is crossed by a ferry and thence to Vírájpet, the road is pretty level and throughout in excellent condition. Four miles from Vírájpet the Periambády Ghat commences which was laid out by Capt. Francis and is down to Urti about 10 miles in length with a fall of 2682 feet. From the head of the Ghat, which is 3141 above the sea level, the descent varies from 1 in 18 and 20 to 1 in 30, but two miles from the head to the Wottekolli public bangalow, a distance of three quarters of a mile, there is a distressing gradient of 1 in 10 and 12. The road after this is easy and level in places to beyond the fourth mile from which it drops down to Urti—6 miles from Wottekolli—with generally far too steep a gradient. On the Coorg frontier the Kalla-hole, a mountain torrent coming down from the western slope of the Ghats, is to be crossed by a good bridge. Urti is 38 miles from Cannanore and 459 feet above the sea. There is no public bangalow, but a pretty one at Gunot, 7 miles further on near the united Kalla-hole (stony-river) and Bara-pole which river flows at a little distance behind the bangalow and offers attractive sport to the lover of the "gentle art." As to a journey down the Ghat, it is replete with ever varying charms, reminding the tourist of the finest mountain scenery of Scotland, Wales or the Black Forest in Baden. And

4: Richter M, G-5 (ca. 1856-1870) 1870 AW5 Coorg AW5

And

such glorious forest trees of Poon, Sampige, Red Cedar Anjili, Hone, etc.! To see them and travel under their shade is worth a long journey. From Gunot to Cannanore or Tellicherry the road runs level and affords easy travelling. Near Ulil or Chávachári, 22 miles from Cannanore, a large wooden bridge resting on high stone pillars crosses the Gunot-river, but a public bangalow is only found at Shalot, 12¼ miles from Cannanore.

At the head of the Periambády Ghat a highroad branches off into Mysore by way of Bittangala 5 miles, Hattúr 3 miles, Tittimatti 9 miles, Anechaukur 4 miles, Panchally 6 miles, Honasur 11¼ miles, 4 miles from which place it meets the Mysore-Frasерpet road. Except between Anechaukur and Tittimatti the road is easy and generally in good condition, and since the Gonikoppa-bridge near Hattúr has been finished, at the sacrifice of the life of Mr. R. Hunter, a most promising Engineer Officer, there is no difficulty for wheeled carriages from Mysore to Cannanore, a distance of 113 miles. The public bangalows on this line are excellent in the Mysore country, but very indifferent in Coorg and Malabar.

To cut off two sides of a triangle a branch road, 3 miles long, has been constructed from Vírájpet to Bittangala for the Mysore cart-traffic. It is hoped, that the Mysore railway may yet extend to the eastern frontier of Coorg!

The *Northern highroad*, lately constructed by Mr. Stottard, connects Mercara with Manjerabad by way of Sómawárpet and Kodlipet, 44¼ miles to the latter town. The line having been laid out under stringent regulations in regard to gradient, and the trace receiving great attention by Capt. W. Campbell, the result is a road with uniformly the easiest gradients in the Province. Most of the roadway is 18 feet wide. The smaller streams are all bridged over; for the Choran-hole a three-arched masonry bridge of 65 feet is proposed; for the Mattapdr a single-arched, and for the Hatte-hole a three-

4: Richter M, G-5 (ca. 1856-1870) 1870 AW5 Coorg AW5

arched bridge. For the present these rivers are crossed in the dry season by rough stone causeways, but during the monsoon no carts can pass. There is no public bangalow on this line. During the last few years avenue trees at regular distances have been planted by the ryots along these high-roads and future generations will enjoy the benefit of this benevolent measure.

A line of equal importance, but unfinished though practicable for carts, is Col. Stuart's (vide p. 339) road from Vírájpet into Mysore by way of Anandapur and Siddápur, whence a branch, traced by Messrs. Stoddard and Gramatzki and opened out by Mr. J. Hunt, leads on the right bank of the Kávéri to Frasérpet. To avoid the steep Mercara ghat-roads for the through-traffic from Mysore to Mangalore, a new trace has been cut by Lieut. Clarke and Mr. Gramatzki to connect the Periapatna-Siddápur road with the Sampáji-ghat-road, placing in its line the iron girder bridge which is to span the Kávéri; but under the present financial difficulties the scheme has been postponed; likewise the opening up of a cart-road through Kiggatnád into Wynád, the trace of which only has been cut by the same engineers. Roads proposed are those from Bhágamandala to Sulya, from Bhágamandala to Nálkanád and Vírájpet and Bhágamandala to Mercara. The Rájah's road from Mercara to Nálkanád is still in use, but it is impracticable for carts. Here and there it is still lined with stately avenue trees.

In addition to the roads, designed and carried out from Imperial funds, others have been constructed by planters from private sources without any Government assistance, so that, for pack-bullocks at least, the country is opened up in every direction, but for the increasing traffic better means of communication are required and the proposed roads would supply every want.

4: Richter

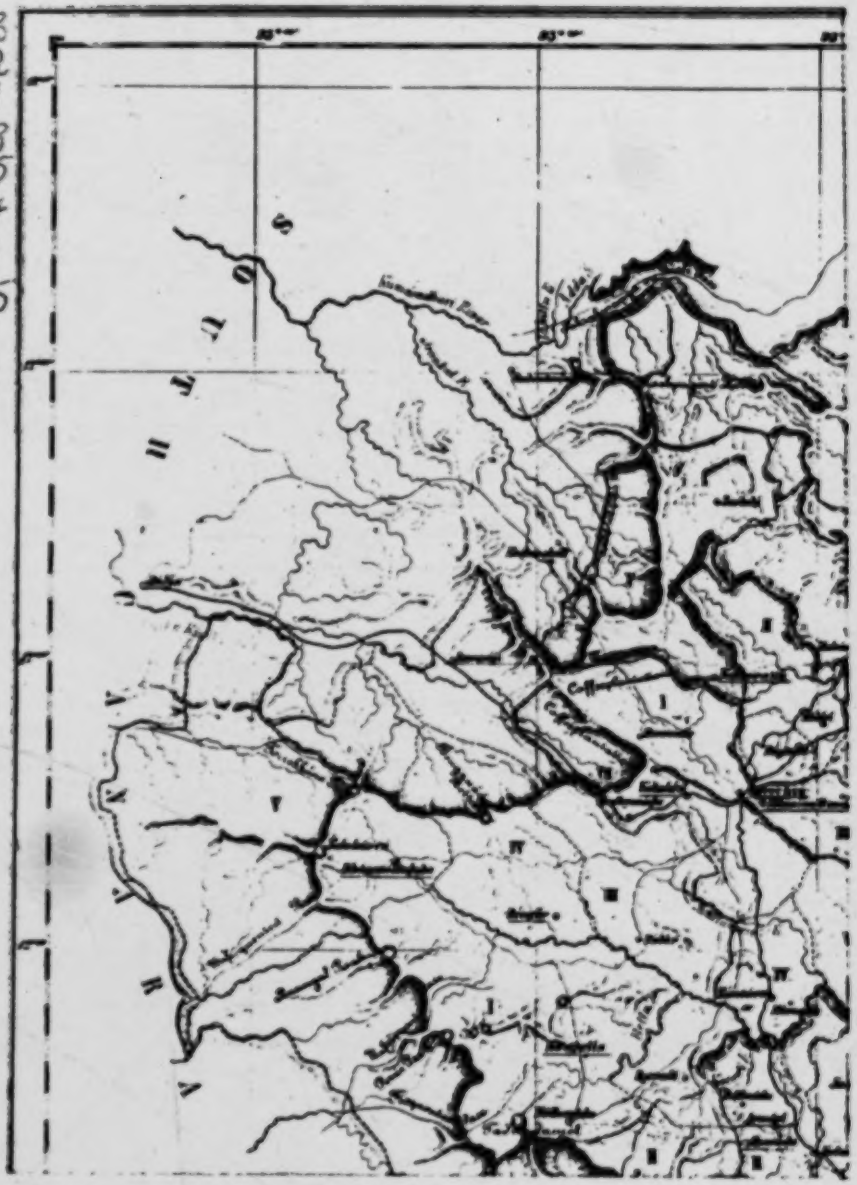
Coorg AW5

102
103
131
133
635
634
● 491
245

(A)	(B)
(C)	(D)

Chart of Positions of End Map. /facing End Map/

103
102
131
133
635
634
491
245



[End Map (A)]

4: Richter M, G-5 (ca. 1856-1870) 1870 AW5 Coorg AW5

102
103
131
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635
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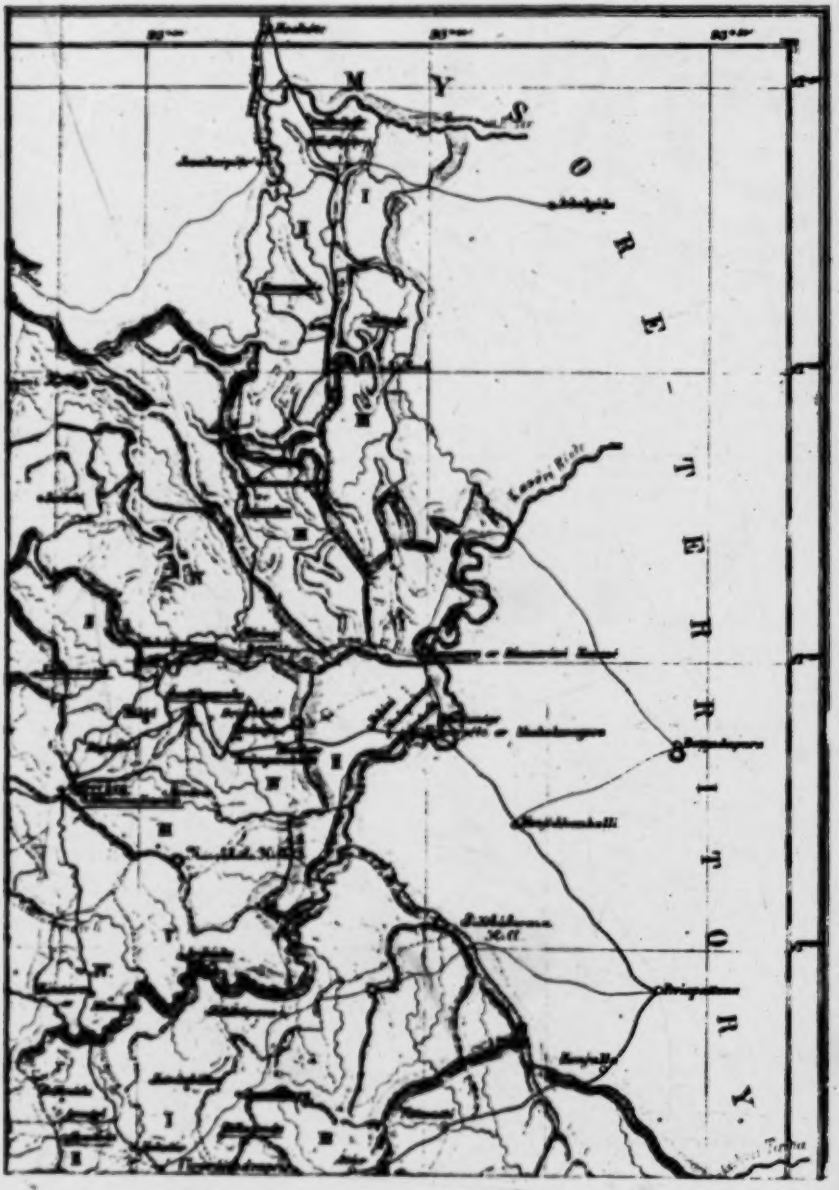
491
245



[End Map (B)]

102
103
131
133
635
634
●491
245

[End Map (c)]

[The colors appearing in the original of this map have not reproduced. In the original Mercara Taluk is light-green, Padinalkanadu is color-less, Yedenalka Nadu is orange, Kiggatnadu is dark-green, Nanjarajapete is yellow and Yelusavirashime is blue. -- Analyst]

4: Richter M, G-5 (ca. 1856-1870) 1870 AW5 Coorg AW5

102
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[End Map (D)]